

LISTING OF CLAIMS

1. (currently amended) A tyre for a motorcycle comprising:
 - a first ply wound around a bead core from an inside toward an outside in an axial direction of the tyre, thereby forming a pair of overlapping portions;
 - a pair of second plies provided in an insertion state in the overlapping portions and extended along the first ply by a predetermined length; and
 - a belt ply having a belt cord wound in a circumferential direction of the tyre at an outside in a radial direction of the tyre of the first ply and the second ply, wherein the overlapping portion of the first ply overlaps the belt ply;wherein the first ply includes a first ply cord, and the first ply cord is provided at an angle of 65 to 88 degrees with respect to a tyre equator plane and a height $h1$ of the overlapping portion is set to be 50% 52% to 68% or more of a height H of the first ply, the second ply includes a second ply cord, and the second ply cord is provided at an angle of -45 to -88 degrees with respect to the tyre equator plane and a minimum height $h2$ of the second ply is set to be 8% or more of the height H of the first ply, and a width J of the belt ply is set to be 80% or more of a width W of the tyre.
2. (previously presented) The tyre of claim 1, wherein the first ply cord is provided at an angle of 65 to 75 degrees.
- 3-4. (canceled)
5. (previously presented) The tyre of claim 1, wherein the height $h1$ of the overlapping portion is set to be 56% to 65% of the height H of the first ply.
6. (previously presented) The tyre of claim 1, wherein the minimum height $h2$ of the second ply is set to be 12% to 35% of the height H of the first ply.
7. (previously presented) The tyre of claim 1, wherein the minimum height $h2$ of the second ply is set to be 20% to 35% of the height H of the first ply.

8. (previously presented) The tyre of claim 1, wherein the width J of the belt ply is set to be 82% to 90% of the width W of the tyre.

9. (previously presented) The tyre of claim 1, wherein the width J of the belt ply is set to be 84% to 88% of the width W of the tyre.